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If not paid within six months, fifty cents addi-
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made, except at the option of the proprietor.

Job Printing of every kind executed with
neatness and dispatch, at the Register Office.
Orders by mail or otherwise will receive prompt
attention.

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O. E. ROSS, M.D., Surgeon and
Physician. Office near to Ira W.
Clark's Law Office. Room at C. J. Soper's. 13

LANGWORTHY & BOND, Dealers
in Dry Goods, Groceries, Ready-made
Clothing, Boots and Shoes, Gent's Furnish-
ing Goods, &c., &c. MIDDLEBURY, VT.

E. J. BLISS, Dealer in Fancy and
Staple Dry Goods, Cloaks, Stawls, &c.,
Hosiery, Gloves, &c. BRANDON, VT.

OZRO MEACHAM, Dealer in Read-
y-made Clothing, Hats, Caps, &c.,
Valises, Furnishing Goods, &c. BRANDON, VT.

E. W. JUDD, Manufacturer and
Dealer in all kinds of American and For-
eign Marble, Granite Work, &c. With North
Middlebury Marble Co. 131

W. M. MCBRIDE, Dealer in Grocer-
ies, Tobacco and Cigars, Fish, Kosherme
and &c., &c. Adams' Block, MIDDLEBURY, VT.

E. R. CLAY, Dealer in Millinery
and Fancy Goods. MIDDLEBURY, VT.

G. C. CHAPMAN, & SON, Dealer
in Dry Goods, Hats and Caps, Flour,
Fish, and Groceries of every description. 131
MIDDLEBURY, VT.

E. VALLETTE, Dealer in Dry
Goods, Groceries, Paints, Oils, &c. 131
MIDDLEBURY, VT.

M. H. WELCH, Dealer in Shelf
and Heavy Hardware, Iron, Steel, Nails,
Brushes, Combs, Mechanics' Tools, &c. Requir-
ing done at order. MIDDLEBURY, VT.

C. NELSON, Dealer in Paper Hang-
ings, Window Shades, Chalks, China &
cups, &c. French China Tea Sets, in plain gold
and colored hand, Table Cloths, China Ware,
&c. 131 BRINGTON, VT.

H. A. SHELTON, Dealer in Drugs
and Medicines, Groceries, Dry Goods,
Ready-made Clothing, &c. 131
MIDDLEBURY, VT.

H. W. BREWSTER, Dealer in
Gold and Silver Watches, Silver and
Plated Ware, of every description. All work
finishing done at the lowest rates. 131
MIDDLEBURY, VT.

E. S. ATWOOD, & SON, Dealer
in Dry Goods, Groceries, Paints, Oils,
&c. 131 MIDDLEBURY, VT.

I. M. HURP, Sheriff for Addison
County. Office near to Ira W. Clark's
Law Office. 131 MIDDLEBURY, VT.

IRA W. CLARK, Attorney & Coun-
sellor at Law, and Solicitor in Chancery.
Particular attention paid to all cases re-
lating to land and probate. 131
MIDDLEBURY, VT.

THOMAS H. McLEOD, Attorney
and Counsellor at Law, Solicitor in Chan-
cery, and Claim Agent. Office at the corner
West end of the Bridge. 131 MIDDLEBURY, VT.

STEWART & ELDRIDGE, Attorneys
and Counsellors at Law. 131
MIDDLEBURY, VT.

D. S. T. ROWLEY, Eclectic Phy-
sician. Second house north of his late
residence on Seymour Street. 91
MIDDLEBURY, VT.

V. DAGGETT, M. D., Homoeo-
pathic Physician and Surgeon. Office at
A. L. Hingham's. 131
WEST CORNWALL, VT.

M. H. EDDY, M. D., Physician
and Surgeon. Office at Foster's Block,
over Simmons & Co's Book Store. 131
MIDDLEBURY, VT.

C. G. STEELE, Agent for Connecticut
Mutual Life Insurance Company. Office
in Danvers' Store. Office hours, from 9 to 11
A. M. 131

O. S. DICKINSON, Dealer in
Watches and Fine Jewelry, Silver and
Plated Ware of every description. Next door
to the Post Office. 131 MIDDLEBURY, VT.

J. H. SIMMONS & CO., Dealers
in Books, Stationery, Artists' Materials,
Magazines, Newspapers, Pictures, and Por-
traits. - Bennett's Block. 131
MIDDLEBURY, VT.

A. J. STYLES, Photographer, Op-
posite Post Office. 131
MIDDLEBURY, VT.

VERMONTERS, at home and abroad.
Should send for the Catalogue of 1883-84
sent free of Vermont. Send 3c. to
STILES, Burlington, Vt. 201

DOORS, SASH & BLINDS. The
subscribers would give notice that
they are prepared to order on short notice
for all sizes and styles of Doors, Sash and Blinds
from thoroughly seasoned and kiln dried lumber. We
also keep constantly on hand a large stock of
cabinet and trimmings. A large stock
of Lumber constantly on hand. BOWDEN, BOW-
WORTH & CO., Bristol, Vt. 491

NEW GRAIN AND FEED STORE.
The Subscriber will keep constantly on hand
GATS.
CORN,
BRAN,
MIXED FEEDS,
OIL MEAL,
BUCKWHEAT FLOUR,
INDIAN MEAL,
FLOUR OF BONE,
And various other articles. Will sell at small
margin from cost, for cash. V. V. L. LAY.
Middlebury, April 17th, 1887. 201

FLOUR!
We have made extensive additions to our
GRIST MILL, and can make as good flour as
can be made anywhere.
We are now selling our best Middletown Club
Spring Wheat Flour (which we warrant to be
better than one-half the winter wheat flour)
for \$12.50 per barrel.
Also, Corn Meal, Provender, Oats, Bran and
shells. SHELTON & OWENS.
June 21, 1887. 141

VALUABLE FARM FOR SALE.
Formerly owned by David Hooker (deceased)
pleasantly situated on Maple Street, in the
northeast part of Middlebury, on the road leading
to New Haven Mills, about 3 1/2 miles from Mid-
dlebury village. Said farm contains 60 acres of
excellent land, well watered, well adapted to
grain and grass, good house, new school, plenty
of outbuildings and accommodations for all kinds of
stock, and some fruit. Also 31 acres of woodland
and 1/2 acre of water. For further particulars inquire of
Mr. David Hooker on the premises, Franklin
Hooker at Cornwall, or of the subscriber at his
residence. Middlebury, Vt., Nov. 2, 1887. 141

Middlebury Register.

VOL. XXXIII MIDDLEBURY, VT., TUESDAY, SEPTEMBER 1, 1887 NO. 23

LANGWORTHY & BOND,

Would announce to the public generally they
have just returned from market with a very choice
stock of

NEW GOODS!

consisting of

DRY GOODS,

DRESS GOODS, BRILLIANTS, MUSLINS,
(plain and barred) Cambrics and Lawns, Bleached
and Unbleached Cottons, Denims, Striped Ticks,
Balmoral and Hoop Skirts, Linen Goods, Table
Spreads, Hosiery, Gloves, &c., &c.

GROCERIES & PROVISIONS,

SUGARS, TEAS, COFFEES, MOLASSES,
Raisins, Rice, Spices, Starch and Corn Starch,
Brown, Lard, Soap, Sausages, Canned
Kosherme Oil, Tobacco, &c., &c. Flour, Pork, Lard,
Fish of all kinds, Butter and Eggs, Dried Apples,
Beans, Vinegar, &c., &c.

READY-MADE CLOTHING,

A larger, cheaper, and better variety than ever
offered in this place

GENTS FURNISHING GOODS,

HATS & CAPS, (a large variety) Union, Cotton
and Flannel Shirts, Lawn and Paper Shirt Fronts,
Ties, Hosiery, Scarfs and Knives, Paper Collars and
Cuffs, (large variety), Hosiery, Gloves and Half
Hose, Travelling Bags, Umbrellas, Goggles, Work-
ing Tools, &c., &c.

Please call and examine our stock and we can
easily convince you that we are selling the above
named goods at many other articles at

EXTREMELY LOW PRICES!!

COUNTRY PRODUCE

Always taken in exchange for Goods

DEALERS, FRANK A. BOND,
Middlebury, May 11th, 1888 71

SPRING AND SUMMER STYLES FOR 1888.

JUST RECEIVED
WM. SLADE,

Having just returned from New York, offers for
sale at Low Prices, the largest and best assort-
ment of

MILLINERY & FANCY GOODS,

ever brought into this County.
Hats and Bonnets.
The Latest Styles in Ribbon,
Trimmings,
French Flowers,
Blossoms, &c., &c.

I have also a large lot of
DRESS & CLOTH TRIMMINGS,
Belted, manufactured by French, Penn & Co., of
this place, though recently introduced in this
section, is already meeting with a large sale and
giving much satisfaction. Its properties are such
as make it an excellent head garment, and the
thing which most people want at this season,
to cleanse the system and guard against the dis-
eases incident to approaching hot weather. We
also keep a large stock of the art of under-
garments, and cordially recommend it to the public.

DR. BOYCE'S SASSAPARILLA
is selling like hot cakes. Why? It will
do all it claims to. It cures Dyspepsia, Jaundice
and Summer Complaint, Purifies the Blood, Re-
gulates the Bowels, cures Erysipelas, Scrofula
and all Syphilitic Diseases. It is the medicine for
this season of the year. TRY IT. Sold by all
Dealers in Medicine.

Hear what the Rutland Herald says of it.

A Great Senné Medicine.—Dr. Boyce's Sas-
saparilla, manufactured by Francis, Penn & Co., of
this place, though recently introduced in this
section, is already meeting with a large sale and
giving much satisfaction. Its properties are such
as make it an excellent head garment, and the
thing which most people want at this season,
to cleanse the system and guard against the dis-
eases incident to approaching hot weather. We
also keep a large stock of the art of under-
garments, and cordially recommend it to the public.

DR. BOYCE'S FOOT ROT REM-
EDY—Cures the Foot Rot, Corns, &c.
Cures quicker and easier of application. Sold by
all dealers in medicine. Tr. H.
F. FENN & CO.,
Proprietors, Rutland, Vt.

Champlain, Vt., April 21, 1888.
I hereby certify that I have used Boyce's Foot
Rot medicine for sheep, and find it to be the most
valuable and useful medicine I ever used.
J. B. SMITH.

THE AMERICAN METHOD FOR THE PIANOFORTE.

A Short, Comprehensive and Practical System,
by Edgar A. Robbins Professor of the Piano-forte,
This work meets the daily requirements of the
Pianist. It contains Harmony with those indis-
pensable pieces recommended by all eminent mas-
ters. It is a complete and systematic method for
readily imparting a knowledge of the art of under-
standing and executing the difficulties involved in
the piano music of all the various Schools. It is
likewise adapted to all players, from the beginner
to the finished artist.

PRICE, \$4.50.
Mailed, post-paid, OLIVER DITSON & CO.,
Publishers, 277 Washington St., Boston. 201

Pyle's Saleratus

Is Acknowledged the Best in Use,
Always put up in pound packages,
FULL WEIGHT.

Sold by Grocers Everywhere.

The Character of the Union Pacific Railroad.

While every person who has followed
the progress of that wonderful under-
taking, the Union Pacific Railroad,
has marvelled at the unparalleled rap-
idity with which it has been con-
structed, some have felt skeptical as to
the character of the work which was be-
ing done with such apparently head-
long speed. Was it possible to build
seven hundred miles of railroad in two
years, and do it well? Could a railroad
from New York to Chicago be well
built in two years' time? And if not
here, where all the appliances needed
were at hand, or could be obtained at a
day's notice, then how much less in a
region beyond settlement, beyond civiliza-
tion, and where laborers, supplies,
tools and all else, except the land upon
which the road was built, had to be
transported hundreds of miles before
reaching the spot where they were
wanted. In short, the question, "Is
the road well built?" has been the one
for whose satisfactory solution many
have waited before investing their
means in the company's securities,
which are liberal in their provisions,
and safe beyond peradventure, of an
affirmative answer to this question can
be fully established.

Upon this point we must take the
testimony of personal witnesses, who
have been upon the ground and exam-
ined the work. Fortunately an opportu-
nity has just been afforded and im-
proved for a full inspection of the road
and its belongings, by a party of gen-
tlemen who represent the reading and
tinkering people. Thirty gentlemen,
representing as many of the leading
journals of the eastern cities, have just
returned from a trip which included
over seven hundred miles of the Union
Pacific Railroad. They had a special
train at their disposal, to stop where
they wished, to run fast or slow as they
might desire, and which gave them
for better opportunity to see both the
good parts of the road, and the bad
ones—if any exist, than the ordinary
traveler by regular trains. These gen-
tlemen are men of judgment and dis-
crimination, and their personal char-
acters, as well as the names of the jour-
nals which they represented, are guar-
antee that they write only what their
convictions dictate. Let us see what
some of these gentlemen say of the
character of the Union Pacific Rail-
road:

Mon. Charles A. Dana of the New
York Sun, late Assistant Secretary of
War, says:

"A party of thirty gentlemen * * *
have just returned from an excursion
to the present terminus of the Union
Pacific Railroad at the Rocky Moun-
tains. Their unanimous opinion is
that the road is constructed in the most
thorough and solid manner, and that it
is superior in firmness, smoothness and
capacity for rapid running, to any
other new road which they have ever
seen. This is true of the parts of the
track which were laid only the day be-
fore the excursion train passed over
them, as well as those at the eastern
end of the line which had been in use
for some two years. The work is well
done, both as respects the judgment
with which it is laid out, and the thor-
oughness of its construction; and there
is no part of it which could, under the
circumstances, be better than it is; all
reports to the contrary are erroneous
and mistaken."

The editor of the Boston Traveller
says:

"It is built in the best and most sub-
stantial manner possible, and will com-
pare favorably with any other road in
the United States. For a new road, I
do not remember ever having traveled
on its superior. * * * The road is
well ballasted, and except in seasons of
extreme drought, must be comparatively
free from dust. * * * Few of the
old roads of the country are so easy to
ride over as this new one."

The editor of the Philadelphia Bul-
letin says:

"So far from imperfect and superfluous
workmanship being put upon the
road, everything indicates a determina-
tion that the work now done shall be
as durable as human ingenuity and en-
terprise can make it. The workshops,
engine houses and other structures at
Omaha, Cheyenne, North Platte and
Laramie are all handsome stone and
brick edifices, that will last without re-
pair or reconstruction for generations,
while the road itself is as solidly and
substantially built as any railroad in
America. * * * In short, the closest
scrutiny has failed to detect any signs
of faulty or imperfect construction."

The editor of the New York Express
says:

"Firm, solid, substantial, we have
now as fine a track as can be found on
almost any road in the country, while
the traveling accommodations are full
of ease and comfort. * * * A visit
to the wilds of the Rocky Mountains
will convince the traveler that the Pa-
cific Railroad is neither a myth nor a
brumming affair, gotten up for pure
speculative purposes."

The editor of the Boston Transcript
says:

"The Union Pacific is a first-class
road; finely graded, thoroughly tied,
well ironed and ballasted, and substan-
tially bridged."

The editor of the Baltimore Ameri-
can says of the road:

"It is well and substantially built
and ballasted, and rides more easily
than two-thirds of the roads east of the
Mississippi."

And again he speaks in the follow-
ing unqualified commendation:

"I must reserve for another occasion
some remarks upon the character of the
road, its financial basis, present busi-
ness, and future prospects. But it is
proper to say just here that the rumors
that have been put afloat at the East
that the company is a party of specu-

tors, putting down a rude and poorly
constructed road, that will be useless,
or nearly so, when completed, is a
falseness that could only have been
liberally concocted and put in circula-
tion for reasons which would not bear
examination. The road is a good one,
well and solidly laid, with heavy rail,
and twenty-six hundred cross-ties to
the mile, over which the cars travel
with remarkable smoothness, and the
equipments, station-houses and work-
shops of which all show that it is being
built for use and not for speculation."

The editor of the New Haven Palladium
says of the most extensive and
difficult bridge upon the route:

"It is constructed with admirable
skill, and is capable of bearing a weight
forty times greater than will ever be
placed upon it. * * * A careful ex-
amination of this magnificent structure
convinced every member of the party
that the marvelous speed with which
the road has been built, has not been
achieved by any sacrifice of security."

The editor of the New York Times
refers to the fast running done on a
portion of the trip, and says:

"The locomotive tore along at a speed
of over 40 miles an hour, and smoothly
enough we traveled, even at that high
rate, proving conclusively that the
Union Pacific Railroad is substantially
built."

Of the company's shops at Omaha,
the same authority says:

"The first-class cars manufactured
here are equal to any cars to be found
on any of the eastern railroads, and in-
deed the whole rolling stock of the com-
pany will compare with that of any
other road in the country."

The editor of the Philadelphia Age
says:

"It might be supposed, from the rap-
idity with which the work was done,
that it was of a temporary and perish-
able character, but such is not the case.
* * * Of the roadway it is enough
to say that we traversed it smoothly,
safely and steadily for five successive
days, at a speed varying from twenty
to fifty miles per hour, and between the
old track and that at the western ter-
minus, which had been finished but an
hour or two, no discrepancy was per-
ceptible."

The editor of the Philadelphia Bul-
letin gives the following spirited de-
scription of the way the track is being
laid:

"Track-laying on the Union Pacific
is a science, and we, pundits of the Far
East, stood on that embankment, only
about a thousand miles on this side of
sunset, and looked westward before
that hurrying corps of sturdy operators
with a mingled feeling of amusement,
curiosity and profound respect. Quick
as a flash, a light car, drawn by a
single horse, gallops up to the front
with its load of rails. Two men seize
the end of a rail and start forward, the
rest of the gang taking hold by twos,
until it is clear of the car. Then they
come forward at a run. At the word
of command the rail is dropped in its
place, right side up with care, while
the same process goes on at the other
side of the car. Less than thirty sec-
onds to a rail for each gang, and so four
rails go down to a minute! Quick
work, you say, but the fellows on the
U. P. are tremendously in earnest.
The moment the car is empty, it is
tipped on the other side of the track to
load the next car, and it is a sight
to see it flying back for another load
propelled by a horse at full gallop, at
the end of sixty or eighty feet of rope,
ridden by a young fellow, who drives fu-
riously. Close behind the first gang
come the gangers, spikers, and bolters,
and a lively time they make of it. It
is a grand Anvil Chorus that those
sturdy sledge-hammers are playing across
the plains. It is in triple time, three
strokes to a spike. There are ten
gangs, each with four hundred rails to
the mile, eighteen hundred miles to
San Francisco. That's the sum, what
is the quotient? Twenty-one million
times are those sledges to be swung—
twenty-one million times are they to
come down with their sharp punctua-
tion before the great work of modern
America is complete."

These quotations might be greatly
extended, but all the members of the
editorial party bear similar testimony
to the thoroughness of construction of
the Union Pacific Railroad, and the
permanent character of all its equip-
ment and appurtenances. They are all
equally positive concerning the great
business future which the road must
have as the outlet for the vast region
west of the Missouri awaiting develop-
ment.

We learn from the Treasurer of the
company that the earnings of the road
for the past year exceed four millions of
dollars. Great as this sum is, it must
be considered as only the beginning of
the immense traffic which will pass
over the road when the whole line shall
be finished.

News Items.

Jay Cooke is in Switzerland.
Stuart Mill opposes the ballot.
Mrs. Vanderbilt was 73 years old.
Dan Rice performed in Springfield
on Monday.

Coal mining has failed in Illinois.
The fishing is poor at Newfoundland.
Cook County, N. H., has had a hurri-
cane.

Detroit has a Sunday paper called the
Crescent.

Gold has been found in Typin County,
Miss.

Petersburg has a new radical paper
called the Times.

A photograph, only visible in the
dark, is announced.

In Minnesota the bug crop is larger
than the potato crop.

Lucy Stone is to become an editor of
the Revolution.

McClellan has at Marlitz, Switzer-
land, at last accounts.

Orange Judd has bought the New
York and Flushing Railroad.

Milk sells for two and a half cents a
quart in Connecticut.

The English patent office gives Cor-
nell University 2,300 volumes.

GRANT, PEACE AND PROSPERITY.

Since the nomination of Seymour the real
issues of the campaign have become ap-
parent. The platform adopted by the
Democratic Convention declares "uncon-
stitutional, null and void," all the efforts
of the general government to reorganize
the Southern States under the Recon-
struction Acts of Congress. Gen. Frank
P. Blair was nominated as the candidate
for the Vice President for no other ap-
parent reason than because in his bid for
such nomination he virtually promised
revolution in the event of his election.—
Wade Hampton and other unrepentant
rebels who helped to make the Democratic
platform go back south and assure their
old comrades that the spirit of secession is
not dead; and that the Democratic party
now offers it an opportunity to rule the
whole instead of a part of the United
States. This gray gleam of Confederate
hope is hailed by a rebel yell that resounds
from the Alleghenies to the Rio Grande
and union men white and black are offered
up as the initial sacrifice to the aroused
demon.

There are the successive and logically
connected events, that like so many re-
lentless Columbiads, seem designed to rouse
the nation to the necessities of the hour.—
They are having effect. We are begin-
ning to see that the work of putting
down the rebellion which was thought to
be finished when Lee surrendered to Grant
will not be complete till Seymour is com-
pelled to do the same.

The rebellion was a conflict for the
mastery on this Continent of two irrecon-
cilable ideas. The dominant idea of the
North is that all men are equal before the
law, and that each one is to be protected
in enjoying the fruits of his own labor.—
The idea of the South is that all men are
not equal before the law, but that a pri-
vileged few are to be protected in enjoy-
ing the fruits of other men's labors. Under
the former idea is industry, thrift and re-
spect for labor and order. The latter is in-
dolence, waste, a contempt for honest labor
and an appeal to the bowie knife or re-
volver. These two ideas are the inheri-
tance of both racial latitudes from across
the Atlantic, the English or the German
yeoman being the type of the one and the
Spanish bandit of the other. They could
not both rule this continent, hence the
conflict that culminated in the rebellion.

For four long years the contest raged.—
The Northern idea, after the sacrifice of
three hundred thousand lives and three
thousand millions of dollars gained a mas-
tery upon the battle field and the South-
ern idea acknowledged itself beaten, and
we supposed accepted the result as final.

But in this we were mistaken, for no
sooner did labor and capital seek the
South to work the beneficent miracles in
that region that they had already done in
the North, than they were met by social
outrage, violence and massacre. And now
the victory won by northern bayonets
must be crowned by an overwhelming
triumph at the ballot-box to give per-
manent peace and prosperity to the
nation.

As might be expected, the candidates
of the two great parties in the present
campaign are representatives of the two
conflicting ideas. Grant, the tanner, and
Colfax, the printer, who represent the
Northern idea, both spring from and are
in sympathy with the common people.—
Seymour, the Mephistopheles of the cop-
perheads, and Blair, the fire-eater of the
so-called Southern chivalry, are both born
aristocrats, with no more trace of a pul-
sation in common with the workers of the
nation than Attie Lecher.

Passing over the moral considerations
that underlie the struggle before us, there
are reasons enough for the election of
Grant and Colfax to be derived from
mere business foresight. So apparent was
it that the permanent peace and prosper-
ity of this country demanded the preva-
lence of the Northern idea under a moder-
ate but firm administration, that long be-
fore the Republican convention met in
Chicago, the movement for the nomina-
tion of Gen. Grant was inaugurated by
such men as A. T. Stewart, whose busi-
ness interests were at once dependent upon
the prosperity of the whole country, and
paramount to any partisan ties. Elect
Seymour and Blair and the damage that
will result to the business of the North
from the mere apprehension of repudia-
tion will be incalculable. But great as
this will be, it will be nothing compared to
the damage that a Democratic triumph
will entail upon the South. With the as-
sured prevalence of the Northern idea
that must follow the election of Grant and
Colfax, the peace of the whole country
will not only be secured, but the South
with its splendid material resources will
settle down into the quiet industry, thrift
and prosperity that mark the North.—
The rights of labor and capital will there
be secure and the triumph of the North-
ern idea will make that sunny clime the
garden of the United States, affording not
only a market for Northern ware, but
making its own growth in population and
wealth a source of revenue to the Nation
at Treasury that will assure a prompt and
easy liquidation of the National debt,
while it settles forever all the vexed
questions that await our immediate fu-
ture. Let every man, woman and child
then, who loves the national flag, who is
interested in the honor and material pros-
perity of this nation exert themselves from
now till November to secure an over-
whelming triumph at the polls of the
Northern idea. Not till then is the coun-
try safe.

THE LONDON TIMES.—The Times is in an era of great prosperity, and the en- deavor in the establishment is to issue a newspaper which will at once be a model of correct typography, excellent printing, and the purest English. It is considered that the care bestowed in the Times office upon the dictation of its leading articles has contributed more than anything else to preserve the purity of the English lan- guage. The staff of "leader" writers is large, and upon it are the best news- paper writers in England, where an editor's ambition is to be employed by the Times. Unlike the custom in America, the object at the Times office is to preserve the im- personality of the paper. What it con- tains is said by the paper itself, and not by any individual, and for that reason its opinions and statements go before the world with all the weight the newspaper can give them. Its editors never write. They forecast day by day, the policy of the paper; suggest subjects to the leader writers; sit in judgment upon their ar- ticles when written; and decide what shall or shall not go into the paper. Its correspondents, in England and abroad, receive but one instruction, and that is to send accurate and impartial accounts of transpiring events, at the earliest moment, written in such a manner as to interest the readers.

To conduct this establishment a large
force is, of course, required. It prints
every day from 1700 to 3000 advertise-
ments, and on extraordinary occasions
even more. It also prints twenty to
thirty columns of reading matter. To
perform the mechanical part of the work
400 persons are employed at Printing-
House square, whilst probably as many
more are attached to the paper in literary
positions. With reference to advertise-
ments, as the paper is always receiving
more than it can print, it promises early
insertions to none but the poor people
who want places, and a few other urgent
classes. No one who comes after twelve
o'clock on any day with his advertisement
can hope for an insertion in the next day's
paper, whilst generally the advertisers do
not see their advertisements printed until
two or three days, or sometimes as many
weeks, after they are handed over the
counter. They have to wait their turn,
and such is the anxiety to get them in
the Times, that the English public submit
patiently to delays that the American
public would never tolerate. The lowest
charge is for "want," in which case each
advertiser is allowed three lines for a
half crown, about 60 cents, gold. For
all others the regular rate is a shilling a
line, 24 cents gold, but no advertisement
is taken for less than four shillings, whilst
long advertisements are charged more in
proportion, the